


## Priority Bus Transit in the National Capital Region

TPB's TIGER Grant Opportunity

July 15, 2009  
Presentation to the TPB

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National Capital Region Transportation Planning Board

### Why Should Priority Buses be a Priority for this Region?

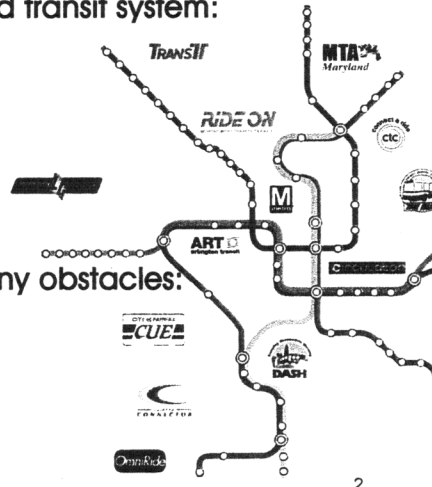


**We have a successful, integrated transit system:**

- Metrorail
- Commuter Rail
- Numerous regional and local bus systems which are critical for expanding the reach of fixed guideway services

**Yet quality bus service faces many obstacles:**

- Traffic congestion
- Overcrowding
- Schedule adherence
- Service reliability



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## Seizing the TIGER Opportunity



The American Recovery and Reinvestment Act provides a real regional opportunity.

Although \$50 billion in transportation funding is mostly formula funding, \$1.5 billion is in *competitive* grants for capital projects that:

- Provide long-term economic benefit, livability, sustainability, safety, and state of good repair
- Can to be completed by 2012
- Request between \$20m-\$300m in total grant size
- Have significant impact on the Nation, metropolitan area, or region
- Maximize job creation and short-term economic benefit

*A 1<sup>st</sup> step toward a full regional priority bus network*

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## Timeline for Grant Application



July 15

TPB approval of TIGER Grant package components

August 1

Deadline for project data submission and determination final package

September 4

Review and approval of TIGER grant application by TPB Steering Committee

September 15

Grant submission deadline

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## Regional Package of Projects

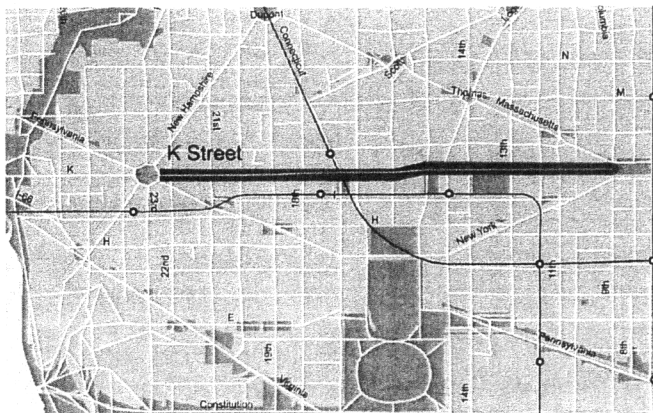


Multimodal menu of services and infrastructure improvements that allow for a more convenient door-to-door trip, by increasing mobility through priority bus transit and improving intermodal and non-motorized access to transit

1. K Street Transitway
2. A collection of priority bus corridors and services
3. A bike-sharing system
4. Improvements to two Metrorail stations and the creation of one new transit center
5. Existing and planned managed (HOV/HOT) lanes
6. Additional bus priority treatments across two Potomac River crossings and along three arterials

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## K Street Transitway



What 2 lanes with passing option, 1.3-mile transitway, from 9<sup>th</sup>-23<sup>rd</sup> St NW

Why Increase multi-modal efficiency of a regionally significant corridor

Grant Request \$95m

*K St has been in the CLRP for nearly a decade*

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## WMATA Priority Corridors and other Arterials

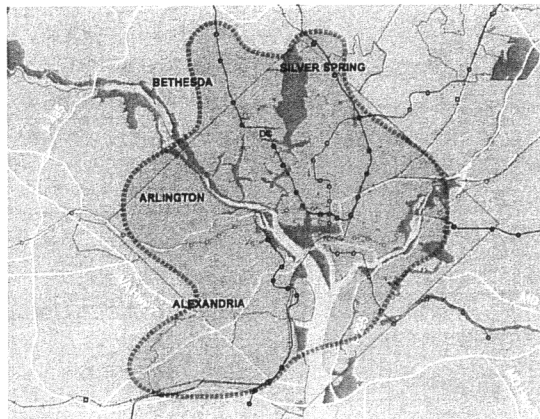


What Enhanced bus transit service along 12 existing bus corridors, including, for example, dedicated bus lanes, TSP, skip stop service, enhancing pedestrian access, real-time passenger information, and enhanced bus stops

Why Improve routes with highest regional ridership, and increase ridership and reliability

Grant Request ~~\$93m~~ \$36m  
(less \$50m in garages)

## Regional Bike-Sharing



What Initial expansion of 1,600 bicycles at 160 bike stations in areas of DC, Alexandria, Arlington, Silver Spring and Bethesda, and potential other locations.

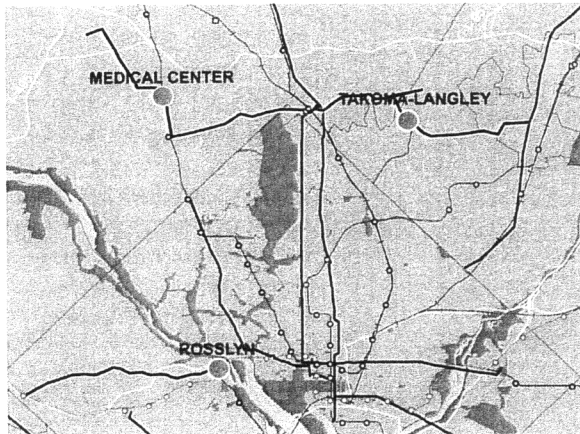
Why To extend the reach of public transit by providing a low-cost, convenient, door-to-door travel option

Grant Request \$10m

*With DC's bike-sharing success, the time is right to expand regionally*

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## Regional Transit Centers



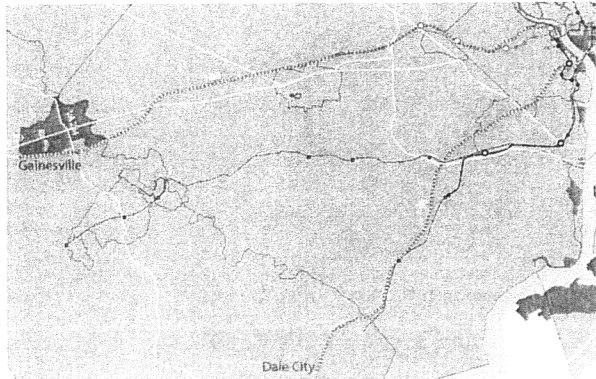
*Transit centers provide regional, intermodal connectivity*

**What** (1) A new pedestrian tunnel at Medical Center station, (2) 3 high-speed elevators, a mezzanine, and emergency stairs at Rosslyn station, (3) Creation of the Takoma/ Langley Transit Center

**Why** To greatly improve safety and intermodal access to priority bus corridors

Grant Request ~~\$37~~ \$49.6m  
 Rosslyn=\$10m  
 Takoma/Langley=\$8.6m  
 Medical Center=\$30m

## Rapid Buses on Managed Lanes

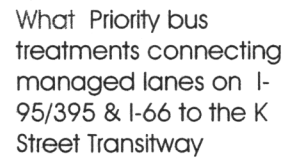


*Managed lanes can provide virtual right-of-way for transit vehicles*

**What** A variety of facilities to enable priority bus transit along I-95/395 and I-66 managed lanes.

**Why** To provide high quality transit options for commuters and relieve pressure on the Metrorail system

Grant Request ~~\$170m~~  
 \$78M



Why To allow seamless transit connections between suburban and downtown employment centers

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-  K Street Transitway
-  Priority Arterial Corridors
-  Metro Station Improvements and Transit Center Projects
-  Express Bus on Freeways
-  Express Bus on Bridges and Arterials
-  Existing Metrorail
-  Existing Commuter Rail
-  Bus/Rail Transfers

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## Summary of Projects



### Financial Summary

Current package total: \$276 million

Additional funds being leveraged: \$401 million, from local, state and federal sources

Percentage of TIGER funding for projects: 41%

(some project components will be further reduced or removed by August 1)

### Facilities Summary

26 new dedicated transit lane miles in the region

92 new or improved bus stops/stations

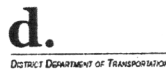
99 intersections with new transit signal priority

2,100 new parking spaces at park-and-ride lots

11 dedicated bus/HOV ramps

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## Regional Partners



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